OPIC Serseburg Airfield 25X1		D	CLASSIFICATION.	SECRET -				
ALUATION PLACE OBTAINED 25X1 ALUATION PLACE OBTAINED 25X1 ATE OF CONTENT 25X1 ATE OBTAINED DATE PREPARED 29 Tarch 1959 25X1 FERENCES 2 ENCLOSURES (NO. & TYPE) MARKS This is UNEVALUATED Information 1. The following air activity and aircraft were observed at Herseburg airfield between 31 January and 16 February 1955: 25X1 31 January to 3 February. No air activity was observed. 4 February. Between 0315 and 140C, individual local flights were made by 1/30-15s or U-1/10-15s. 5 and 6 February. No air activity was observed. 7 February. Between 1640 and 250C, there were local flights by 1/30-15s. 8 February. No air activity was observed. 9 February. Setween 1645 and 370C, night flying was practiced by swept-back jet flighters. 10 February. Setween 1645 and 370C, night flying was practiced by swept-back jet flighters. 11 February. Sight flying was practiced from 1625 to 220C. A total of 18 1/30-15s or U-1/30-15s and 4 Yak-11s were counted on the landing field. The aircraft erre arranged as follows: 4 KIG-15s or U-1/30-15s and 4 Yak-11s were counted on the landing field. The aircraft erre arranged as follows: 4 KIG-15s or Or U-1/30-15s and 4 Yak-11s were counted on the landing field. The aircraft erre arranged as follows: 4 KIG-15s or U-1/30-15s and 4 Yak-11s were counted on the landing field. The aircraft erre arranged as follows: 12 February. All this, KiG-15 or U-1/30-15 landed at the field. 250 13 February. A this, KiG-15 or U-1/30-15 landed at the field. 251 13 February. Between 0830 and 200C, individual FiG-15s or U-1/30-15s fitted with auxiliarry fuel tanks made local flights and cross-country flights, the latter lasting 40 to 60 nimites. 15 February. Between 0830 and 250C, individual FiG-15s made local individual flights and cross-country flights, the latter lasting 40 to 60 nimites. 15 February. Between 0830 and 250C nindividual FiG-15s made local individual flights and cross-country flights, the latter lasting 40 to 60 nimites.	OUNTRY	- Company - Comp	MATERIAL PROCESS AND ASSESSMENT OF THE LOCAL PROCESS OF THE CONTRACT OF THE CO	and the state of t	REPO	PRT		
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1. The following air activity and aircraft were observed at Ressburg airfield between 31 January and 16 February 1955: 25X1 1 January to 3 February. No air activity was observed. 4 February. Between C815 and 1400, individual local flights were made by Fig15 or U-120-15a. 5 and 6 February. No air activity was observed. 7 February. No air activity was observed. 7 February. No air activity was observed. 9 February. No air activity was observed. 9 February. No air activity was observed. 9 February. No air activity was observed. 10 February. Setween 1640 and 2500, there were local flights by E40-15a. 11 February. Between 1645 and 2500, might flying was practiced by swept-back jet fighters. 10 February. Between 1645 and 2500, might flying was practiced by swept-back jet fighters. 11 February. Between 1500 and 1530, 2 individual XIG-15a or U-120-15a made local flights. 11 February. Wight flying was practiced from 1625 to 2200. A total of 18 KIG-15a or U-120-15a and 4 Yak-11a were counted on the landing field. The aircraft were arranged as follows: 4 KIG-15a of the alert flight parked at the eastern end of the runway. 14 KIG-15a between the hangars in the southeastern corner of the landing flowers are open and no aircraft seen in them. 12 February. One Li-2 landed both at 0500 and at 0600. The aircraft approached in the cone of the landing searthlight. 14 February. Between 0830 and 2800, individual E16-15a or U-130-15a fixed latter lasting 40 to 60 minutes. 15 February. Between 0830 and 2800, individual E16-15a or U-130-15a fixed local individual flights and cross-country flights, the 25X latter lasting 40 to 60 minutes. 15 February. Between 0830 and 2800, individual E16-15a or U-130-15a fixed local individual flights and cross-country flights, the 25X latter lasting 40 to 60 minutes. 15 February. Between 0830 and 2800 a			and published the company of the com	THE STATE OF THE PARTY OF THE STATE OF THE S	and the state of t	William and the second		25X1
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	16 Rahmany No sin cating	
2.	no air activity was observed.	
٠.٥	Radio and radar installations. On 15 February, the following radio and radar installations were again observed at the field:	
	The single-mast radio installation was in the approach lane and the umbrella-type antenna at the eastern edge of the landing field, 50 meters northwest of the point where the Gerichtsrain terminates into Lauchstaedter Strasse. The umbrella-type antenna was put up only on a few days and its altitude variedbetween half of its height, three quarter height and full height.	
	The Dumbo-type set was located in the southeastern corner of the field at the same site where the Kniferest-type set had formerly been seen. A single-mast radio installation with an unidentified antenna was observed 40 to 50 meters northeast of the Dumbo-type set and an umbrella-type antenna 40 to 50 meters southeast of the Dumbo-type set. Two to 4 radio trucks were parked near the 3 sets.	
	A Token-type set was still observed in the northern section of the field and a mast about 15 meters high near the main guardhouse. An umbrella-type anten about 6 meters high was observed 150 northwest of the main guardhouse. Another umbrella-type antenna was located east of the vinegar factory. A 5-m radio installation was established just west of the flight control station. An additional 3 or 4 radio trucks with rod antennas were parked on the landifield during air activity. These radio trucks were parked either near the alformation or in the middle of the landing field between the runway and southern taxiway. During air activity, 1 fire truck, 3 tank trucks and 3 to 5 additional motor vehicles were usually parked at the take-off point.	na ast ng ert
3.	Fuel shipments observed arriving in February included 4 tank cars on 4 February, 6 on 11 February.	
4.		25X1
1.	Comment. It is believed that Merseburg airfield is still occupied by 1 fighter division headquarters and 1 fighter regiment; only little air activity was observed and 18 MiG-15s or U-MiG-15s and 4 Yak-11s were counted on the landing field. The MiG-15 numbers have previously been observed in Merseburg.	25 X 1
2.		25X1
	Comment. An additional Fishnet-type radar set was previously observed in the scutheastern corner of the field. A single-mast installation with an unidentified literana was observed for the first time at this site. All other	25X1
	radio and radar installation have previously been confirmed. The 3 radio trucks parked in the middle of the landing fie	25 X 1ء
	were also observed at other airfields. They possibly represent the radar landing aid which has been expected for quite some time.	25X1
3.	Comment. Motor vehicle are	25 X 1
	reported for the first time. All motor vehicle numbers have previously been observed in Merseburg.	25X ²
		∠ 3 ∧1
	SECRET	25X1